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Monthly Statistical Report

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ESTIMATED U.S. PETROLEUM BALANCE

SUMMARY

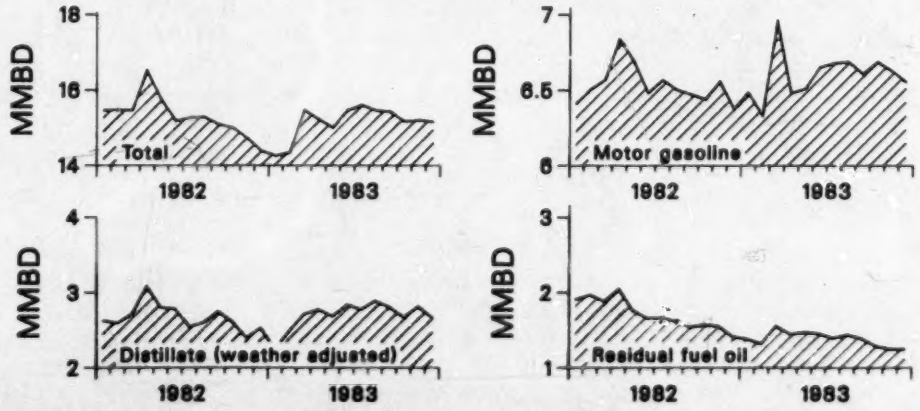
PETROLEUM PRODUCTS

While total domestic products supplied declined for the fifth consecutive year in 1983, the decrease - 165 MBD or 1.1% - was the smallest of that period. Product supplied levels have, in fact, been higher than in the corresponding 1982 period in every month since June. Exhibit I depicts the deseasonalized performance of the major products and of total domestic products supplied for 1982 and 1983. Higher second-half light product demand, an outgrowth of the vigorous economic recovery, was chiefly responsible for gradual stabilization of overall domestic demand. Residual fuel oil, alone of all major products, failed to respond to the revival of the economy; its rate of decline was about the same as in 1982. Residual fuel oil prices, ending an almost two-year price decline, have been on the rise since spring, while prices of competing fuels, such as natural gas, have stabilized. "Other oils", despite increases in the latter part of 1983 attributable to a substantial degree to revival of the chemical industry and greater road building and maintenance activities, still ended the year slightly below 1982 levels.

Crude production was virtually the same as in 1982. As inventories stabilized and demand picked up in late spring, imports started to rise substantially over early 1983 levels; for the year as a whole, however, imports were still almost 4% below 1982 levels. Crude stocks continue to be significantly above minimum needs, and product stocks are at adequate levels. Because of substantial, promptly-available refinery capacity, the crude cushion provides extra production flexibility.

Rig activity has been on an upward trend since its April trough, surpassing prior-year levels in November and December. The count of wells reported drilled continued to fall until August, then rose, but reached a new seasonally-adjusted low in December at a level more than 12% below the prior year. Seismic crew activity, a long-range indicator, rose gradually during the year, on a seasonally-adjusted basis, and in December was about 4% over depressed December 1982 levels.

EXHIBIT I



Sources: Department of Energy, American Petroleum Institute

TOTAL ENERGY

Total energy consumption continued to decline in 1983, falling an estimated 2.7% below 1982 levels for 9 months. With real GNP for that period up some 2.4% over the prior-year level, the energy/GNP ratio improved by 5%, falling from 47.9 thousand to 45.5 thousand BTU per constant 1972 GNP dollar. With fourth-quarter indicators reflecting a continued strong economy, factors affecting the energy/GNP ratio in that period are believed to have been similar to the third quarter's. As shown in Table A, we estimate a 1.5% drop in total energy consumption for 1983. The largest decrease was in natural gas consumption where the impact of regulation led to major market distortions.

TABLE A
ENERGY CONSUMPTION BY TYPE
(Quadrillion BTU's)

	Coal	Natural Gas	Petroleum	Other	Total
1982	15.4	18.5	30.4	6.7	71.1
1983	15.8	17.0	30.1	7.0	70.0
Change	+0.4	−1.5	−0.3	+0.3	−1.1
Percent change	+2.7%	−7.9%	−1.1%	+4.5%	−1.5%
1982 share	21.7	26.0	42.8	9.5	
1983 share	22.6	24.3	43.0	10.1	
Percentage point change in market share	+0.9	−1.7	+0.2	+0.6	
Year-to-year percent change in BTU's (by half year)					
First Half	−3.5%	−12.0%	−4.5%	+5.1%	−5.5%
Second Half	+8.7%	− 2.8%	+2.4%	+3.9%	+2.7%

Note: Figures rounded independently
Source: Department of Energy, API estimates

Several additional points are worth noting:

- Coal consumption increased, both in volume and share of total, while natural gas lost on both counts.
- Oil consumption decreased in volume but rose minimally in market share as a result of price decreases relative to other fuels. Though slight, the increase is the first since 1977.
- Hydroelectric and nuclear fuel (the major portion of "other" fuel sources) rose in volume and share of total energy. Hydroelectric supply is largely dictated by precipitation levels; some additional nuclear power capacity became available.

Perhaps even more illuminating is the fact that all major fuel sources showed year-to-year improvement in the second half versus the first half as the economic recovery took hold. Relatively stable coal and natural gas prices contributed to the improved picture and, with the exception of a partial recovery in residual fuel oil prices, major petroleum product prices declined.

PRODUCTS SUPPLIED[1/]

Gasoline

Gasoline supplied levels were consistently ahead of corresponding 1982 levels starting in August, and, for the year as a whole, increased 1.0% (67 MBD). This improvement coincided with constantly-falling gasoline prices, which have shown a week-to-week decline since late July. On an inflation-adjusted basis, gasoline pump prices are now some 6¢ (5%) below year-earlier levels, despite a 5¢ federal tax increase on motor fuels, effective April 1st, and state and local tax increases which added another cent. Increased real disposable personal income, a substantial price decline, and the direct and indirect effects accompanying the economic recovery, contributed to 1983's turnaround in gasoline demand.

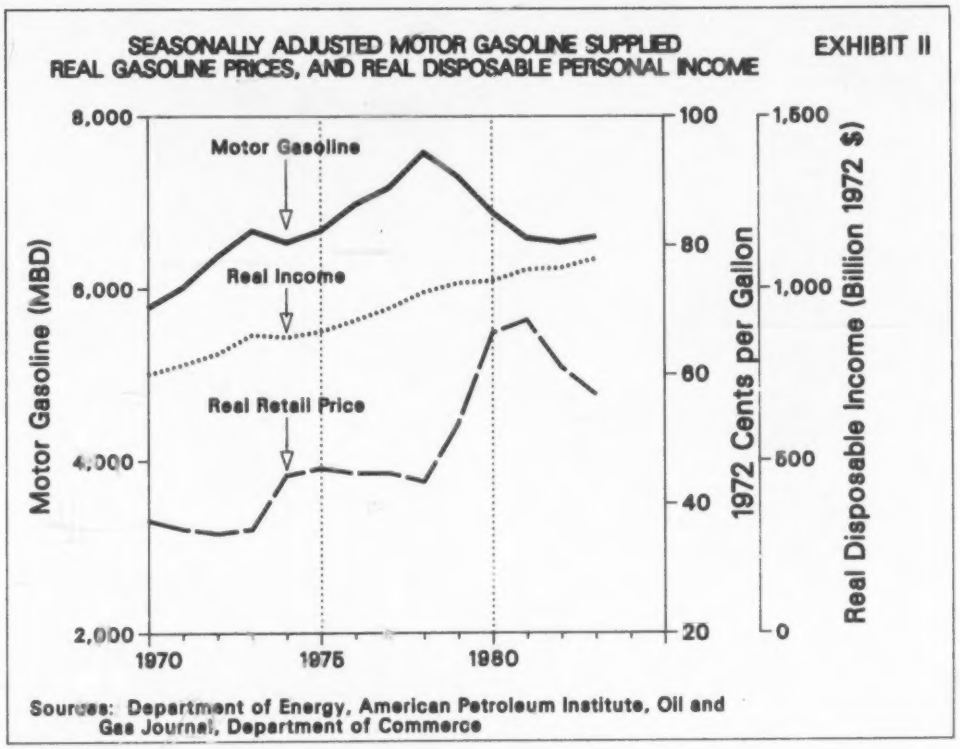


Exhibit II shows the relationship of these factors to gasoline demand since the early seventies. Except for late in the decade, when the effects of rapidly-rising prices dominated, there has been good correspondence between real disposable income and gasoline demand. The impact of price and income trends on gasoline demand since prices peaked in the first quarter of 1981 is estimated to be as follows: 1) The 7½% seasonally-adjusted rise in real disposable income is estimated to have boosted gasoline demand about 5%. 2) The near 20% fall in real gasoline prices raised demand about 4%. These increases, reflected in miles driven, were, however, offset by improved fuel efficiency savings in response to the prior years' price increases. Savings since early 1981 are estimated to have caused a decrease of about 9% in gasoline demand. Thus, overall, seasonally-adjusted gasoline demand in the fourth quarter of 1983 was about the same as at the beginning of 1981.

Unleaded gasoline's market share rose to 55% in 1983, roughly three percentage points greater than in 1982, a rate of change slightly higher than during the prior year but still only half the average increase experienced during the late seventies. Sales of new cars increased about 15% (18% for domestic cars only) in 1983 over the prior year. However, the scrappage rate is still below normal, and average car age reportedly has reached a record 7½ years. In addition, new cars added to the fleet have considerably-improved fuel efficiency, lessening overall demand for unleaded gasoline. As gasoline prices decreased in the 1981-1983 period, the composition of automobile sales changed substantially. In 1981, smaller-sized cars (subcompact, compact, and most imports) represented about 65% of the market and larger cars 35%. By 1983, the small car/large car proportion had changed to 55%/45%.

Distillates

Distillates supplied exceeded 1982 levels by 20 MBD (0.8%). While small, this is the first year-to-year increase since 1978. Early in the year, with warmer weather and truck and railroad traffic levels still below 1982 levels, distillate demand was substantially less than prior-year levels. However, as the economic recovery became more firmly established and truck and rail traffic levels rose, distillate demand increased. Falling distillate prices seem to have persuaded distributors to delay filling of secondary storage beyond the normal late summer/early fall fill-up periods—thus depressing distillate supply. However, inventories apparently were replenished in November.

During the first quarter, weather was some 12% warmer than in the corresponding 1982 period, summer 1983 temperatures were considerably above normal, and December, except for 1963, the coldest of the past fifty years (about 20% colder than normal, 40% colder than December 1982). These temperature departures resulted in sizable distillate demand changes, including such substantial fluctuations as a year-to-year decrease of more than 250 MBD in January and a December year-to-year increase of more than 300 MBD. For the year as a whole, however, the weather had only a negligible effect on heating oil demand.

The data in Table B below compare estimated distillate consumption (unadjusted for weather) for 1983 with 1982 on a sectoral basis:

TABLE B
Estimated Distillate Consumption By Sector (MBD)

	Second Half 1982	Second Half 1983	% Change	Year 1982	Year 1983	% Change
Residential	421	415	−1.4	495	461	−6.9
Commercial	200	189	−5.7	207	201	−3.2
Industrial	184	212	15.2	195	208	6.2
Farm	176	176	−0.4	188	184	−1.8
Oil Companies	75	74	−0.6	81	73	−10.1
Utilities	28	32	15.5	33	29	−11.4
Railroad	245	288	17.6	255	272	6.5
Bunkers	83	100	20.8	93	97	4.0
On-Highway	917	1021	11.3	926	995	7.4
Military	41	44	5.0	46	44	5.3
Off-Highway	110	132	19.4	102	116	14.5

Note: Percentage changes calculated independently based on total period volume rather than daily volume shown.

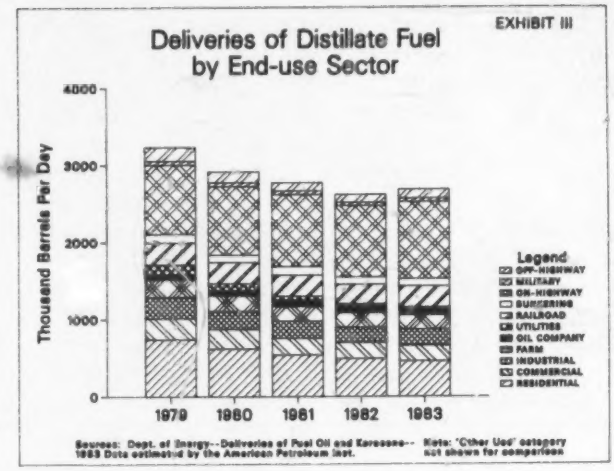
Source for 1982 Data: Department of Energy; 1982 data not adjusted for crude used directly.

Residential and commercial distillate use continued to decline in 1983. Fuel switching is likely to have been minimal as distillate fuel prices fell relative to the cost of competing fuels, but replacement of existing oil-heaters with new, more efficient units, and other conservation efforts have caused most of the decline. The economic recovery gained momentum as the year progressed. As a result, the five major distillate-consuming industrial groups registered a more-than-10% increase in activity during the first 9 months of the year, and we estimate total year activity to have exceeded that rate. Continuing conservation efforts, however, and the use of newer, more efficient machinery and processes likely held the increase in industrial distillate use to about 6%.

The Federal Highway Administration's report of special fuel sales, more than 90% of which is diesel fuel, showed a 7.4% increase for the first nine months of 1983. As reported usage continued at a strong pace during the fourth quarter of 1983, we expect the 7.4% "on-highway" increase to be sustained for the full year. Railroad revenue-ton-miles for bulk cargo increased only 3.6% in 1983 over 1982 levels; however, piggyback and other non-bulk cargo increased 20%. We estimate these traffic increases led to an estimated 6.5% increase in railroad distillate use.

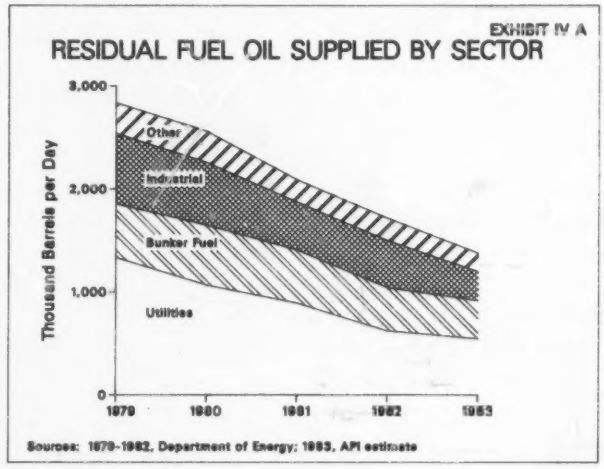
Construction activity surged in 1983, spurred by lower interest rates and the increase in available funds as a result of higher federal gasoline taxes. The real value of construction put in place during the first 9 months of 1983 increased 20% over the corresponding 1982 period, though some slowdown was experienced late in the year. For the year as a whole, we estimate off-highway use to have increased 14.5% over 1982 levels.

To provide historical perspective, changes in sectoral demand since 1979 are shown in Exhibit III.



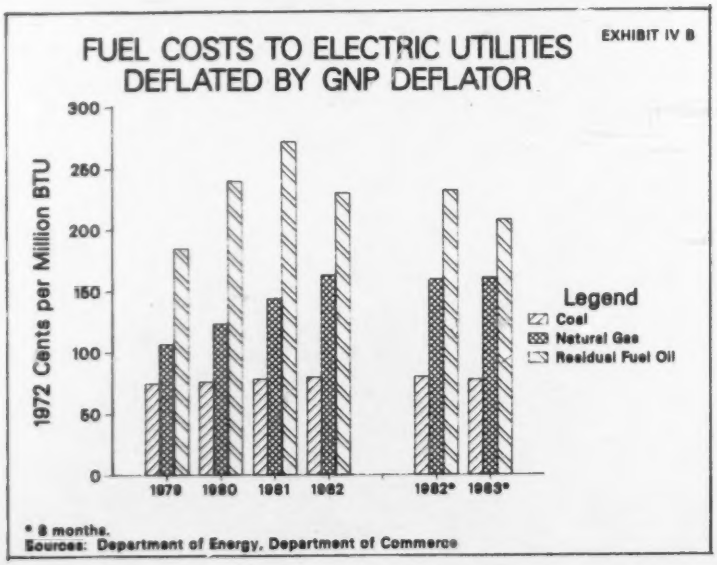
Residual Fuel Oil

Residual fuel oil supplied levels were 291 MBD (17.4%) below 1982's. As Exhibit IV A shows, total residual fuel oil demand has fallen uninterruptedly over the past five years. Of the total 1982/83 deficit, about 15% is estimated to have been caused by lower bunker fuel sales, about 25% by falling use at electric utilities, and the rest by the apparent failure of residual demand by the industrial sector to rebound.



Lower bunker fuel sales are the result of lower worldwide shipping levels, though activity likely has been picking up recently as world inventory reductions gradually abated and demand declines moderated. Electric utilities had used additional quantities of residual fuel oil as readily-available incremental fuel during 1983's abnormally warm summer, despite rising prices. But we believe they reduced residual fuel oil use as their overall energy input needs returned to more normal seasonal patterns in subsequent months. As a result, though total electricity output increased about 3% in 1983 over the prior year, the utilities' total 1983 use of residual fuel oil is estimated to have still been some 80 MBD below 1982 levels.

Price history of major fuel sources used by the utilities as energy input, adjusted for inflation, is shown in Exhibit IV B for the years 1979-1982 and for 1982/1983 as comparison of 8 month periods.



The real unit cost of coal input, which had risen marginally between 1979 and 1982, showed a year-to-year decline in 1983, and coal concurrently increased its share ot input. Natural gas prices rose substantially during the 1979-82 period, but stabilized in early 1983. For the first 8 months of 1983, natural gas prices, adjusted for inflation, were virtually the same as for the corresponding 1982 period. As a consequence, natural gas demand by utilities, down about 16% during the first half of 1983 versus the prior year, subsequently showed moderating rates of decline. Rising residual fuel oil prices undoubtedly also played a part in the recent apparent improvement in natural gas demand. The rate of increase in residual fuel oil prices was not sufficient to bring its average 8-month 1983 price level above the corresponding 1982 period but may have induced some switching to other fuels. As a result, the utilities' total 8-month 1983 residual fuel oil demand fell short of the prior year's.

The apparently-continuing decline in the industrial sector is the most puzzling. Despite an increase in industrial activity, as reflected in the 16% (December 1982 to December 1983) increase in the industrial production index, residual fuel oil demand in the industrial sector appears to have declined substantially. However, only about 4% of the industrial sector's energy requirements are satisfied by residual fuel oil, too small to be accurately compared with overall industrial growth. Additionally, regional price differences between residual fuel oil and natural gas are frequently substantial, often favoring natural gas.

Kerosene Jet Fuel

Kerosene jet fuel supplied levels were 4.1% higher in 1983 than in the prior year, while miles flown, on the basis of ten months' data and preliminary air traffic reports for November and December, are estimated to have risen about 5%. Airlines reduced purchases of new aircraft in 1983 because of capital budget limitations, but apparently were still able to realize an improvement in fuel efficiency.

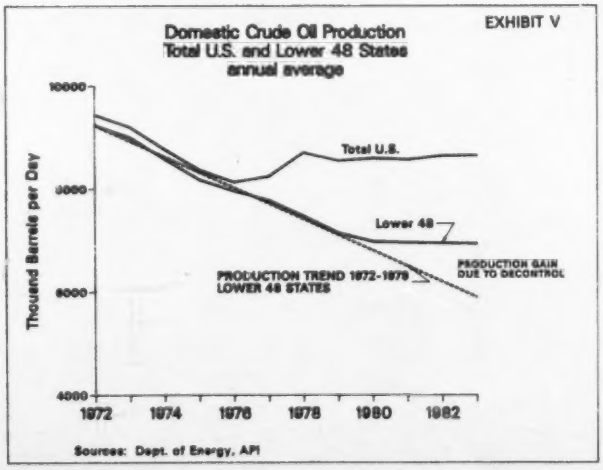
(In millions of B/D)	DECEMBER ESTIMATES			YEAR-TO-DATE ESTIMATES		
	1983	1982	% Change	1983	1982	% Change
—Total domestic products supplied	16.2	15.5	4.8	15.1	15.3	(1.1)
—Motor gasoline supplied	6.7	6.5	2.0	6.6	6.5	1.0
—Distillate fuel oil supplied	3.3	2.8	17.3	2.7	2.7	0.8
—Residual fuel oil supplied	1.4	1.6	(9.4)	1.4	1.7	(17.4)

PETROLEUM SUPPLY[1/]

Total supply was 98 MBD below last year's level, as total domestic supply rose 96 MBD while imports declined 194 MBD.

Production

Crude production was at almost the same level as last year. Slightly higher Alaskan production, paced by increased output from the Kuparuk field, offset a minimal reduction in lower 48 production. As Exhibit V shows, gains in production, achieved as a result of decontrol of crude oil prices, have been able to offset natural field declines. Current production in the lower 48 is estimated to be about 1.1 million barrels per day higher than would have occurred with continued controls.

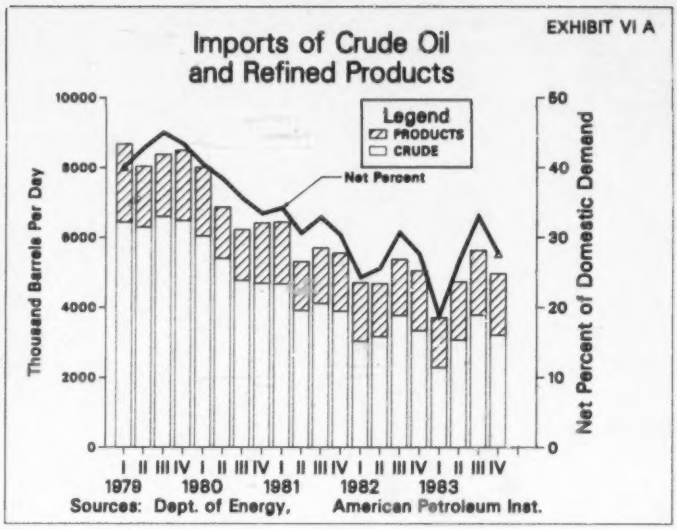


Imports

While 3.9% below last year for 1983 as a whole, imports have risen substantially since the seasonally-adjusted low early in 1983, topping the prior-year April-December period by about 1%. Along with the recent rise in imports have come changes in the relative proportion of crude and product imports and in import sources.

Between 1979 and 1983, total imports fell about 43% or about 3.6 MMBD. However, all but 7% of the decline in volume occurred in the importation of crude. As Exhibit VI A shows, product imports now represent a much larger share of total imports—about 35%—than the 23% share in 1979. This is at least a partial return to the more than 60% rate existing in 1970, prior to the imposition of price controls which encouraged importation of crude.

EXHIBIT VI A

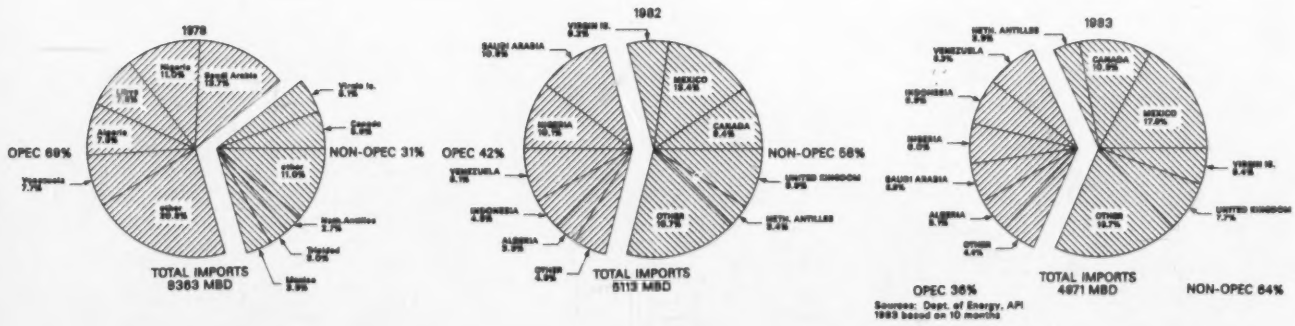


U.S. net dependency, which had fallen from about 40% in the first quarter of 1979 to less than half that rate in the corresponding 1983 quarter, has since returned to a roughly 30% level, as demand increased, inventory levels stabilized, and export levels receded.

Exhibit VI B shows changes in import sources. While imports from OPEC accounted for almost 69% of total imports in 1978, its share fell to 42% in 1982 and about 36% for 1983 (10 months), reflecting growing production in such non-OPEC areas as the North Sea and Mexico.

Imports of Crude Oil and Refined Products
by Source--includes SPR imports

EXHIBIT VI B



In 1978, Saudi Arabia was the United States' leading supplier, followed by Nigeria, Libya, Algeria, and Venezuela. In 1983 (10 months' data), Mexico was the leading supplier, followed by Canada, Venezuela, the United Kingdom, and Indonesia. Imports from Saudi Arabia and Indonesia, which both had averaged about 200 MBD in the first quarter of 1983, have each more than doubled in recent months. This reflects recourse to sources where crude was readily available—though transport costs likely were higher—when import levels started to rise.

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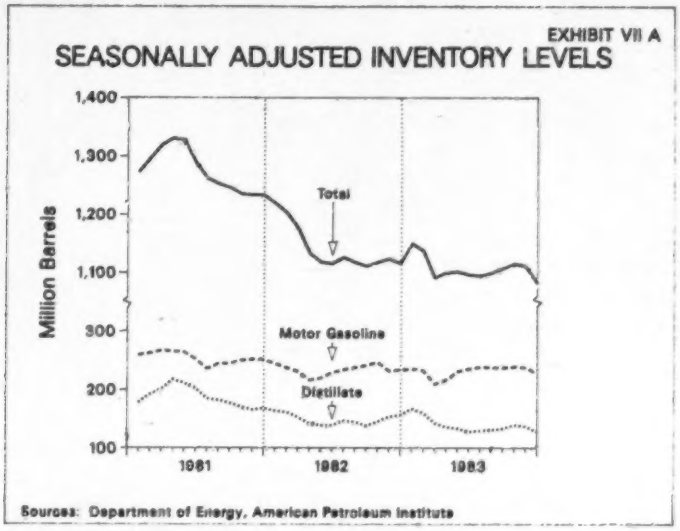
Inventories

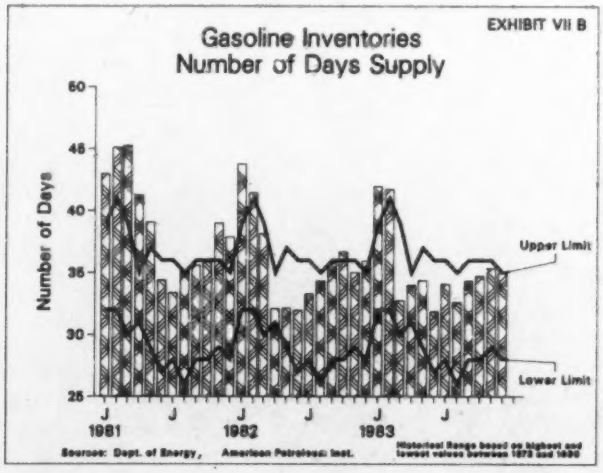
By spring, the downward trend in inventories seemed, for the most part, to have run its course. As Exhibit VII A shows, stocks since then have not varied substantially, on a seasonally-adjusted basis, though the continued high cost of holding inventories has encouraged ongoing attention to inventory levels.



Gasoline inventories at the end of December represented about 34 days of supply, roughly average for this time of year. Distillate stocks, reduced toward the end of December by a combination of higher demand resulting from severely cold weather and production decreases caused by weather-related refinery interruptions, represented 44 days of supply. Probably because of sizable fill-up of secondary inventories in November, distillate inventories fell only 19 million barrels in December, despite the extremely cold weather. This drawdown is roughly comparable to the average since the mid-seventies.

With distillate production since the late-December cold spell gradually returning to normal, distillate stocks, at more than 146 million barrels at year end, continue to be adequate, especially in view of the more than 50 million barrel excess in crude stocks. The flexibility of the refining system, with close to four million additional barrels of available refining capacity, is another readily-available source of distillate supply.

Exhibit VII B portrays the number of days of supply for major products for the 1981-83 period. Gasoline inventories were in the upper range of previously-experienced limits in 1983. Distillate inventories, likely because of 1983's radical temperature deviations and often-abnormal secondary inventory fillings, experienced substantial swings.



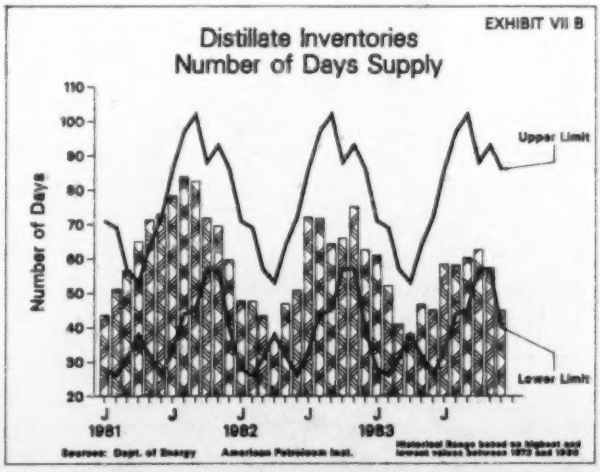


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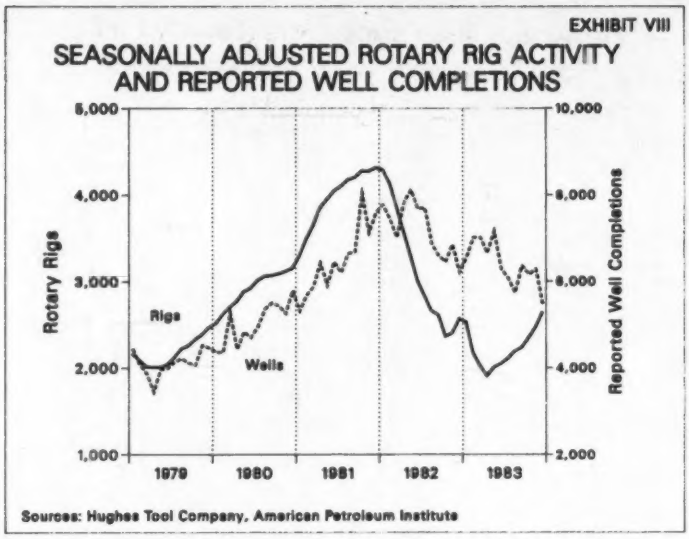
EXHIBIT VIII



Exploration

As Exhibit VIII shows, the count of active rigs has risen uninterruptedly since April and, in December, seasonally-adjusted, was about 40% above the April low. Prior-year levels were surpassed during the last two months of the year. Wells reported drilled, seasonally adjusted, had been rising since the August low but again declined in December. Preliminary data indicate that reported well completions were down about 11% in 1983 compared with 1982 levels. However, because of reporting lags, the drop in actual completions is likely to have been greater. Gas well completions, for example, on the basis of wells reported drilled, were down 18 percent. However, analysis of data available to date for wells actually completed in 1982 and 1983 indicate a drop of 30 percent or more. Oil completions, however, were down about 8 percent on either basis.

Seismic activity, a longer-range indicator, has been rising over most of the year, though its only-gradual rate of increase reflects the continuing caution instilled by ample worldwide supplies and the high cost of exploration.

(In millions of B/D)	DECEMBER ESTIMATES			YEAR-TO-DATE ESTIMATES		
	1983	1982	% Change	1983	1982	% Change
—Total supply	15.3	15.4	(0.8)	15.7	15.8	(0.6)
—Crude production[2/]	8.6	8.6	0.2	8.7	8.6	0.1
—Crude oil imports[3/4/]	3.1	2.9	6.7	3.1	3.3	(7.2)
—Product imports	1.6	1.6	(1.9)	1.7	1.6	2.8

1/ Total supply, i.e., production plus imports adjusted for net stock change is equal to total products supplied from primary storage. Total products supplied from primary storage less exports is equal to total domestic products supplied. Information contained in this report is derived from information published in the API Weekly Bulletin and is based on historical analysis of the industry. All data reflect the most current information available to the API and include all previously published revisions.

2/ Includes lease condensate.

3/ Beginning with January 1977, the U.S. Department of Energy began reporting crude oil imports as of the date of importation. Previously, this data, with the exception of Canadian crude imports, was reported as of the date it was received at the refinery. This change may affect both the level of crude oil imports and crude oil stocks. API estimates of these data may, therefore, differ slightly from those of the U.S. Department of Energy.

4/ API data do not include crude oil imported for the Strategic Petroleum Reserve (SPR) nor crude oil stocks held in the SPR (according to the U.S. Department of Energy, the SPR held approximately 379 million barrels as of December 31, 1983).

ESTIMATED UNITED STATES PETROLEUM BALANCE

(Daily Average in Thousands of 42 Gallon Barrels)

Supply/Products Supply From Primary Storage	DECEMBER			YEAR-TO-DATE		
	1983[1]	1982[2]	% Change	1983[3R]	1982[2]	% Change
Products Supplied:						
Total motor gasoline	6,679	6,549	2.0	6,606	6,539	1.0
Finished leaded motor gasoline*	2,823	3,063	(7.8)	2,970	3,130	(5.1)
Finished unleaded motor gasoline*	3,856	3,486	10.6	3,636	3,409	6.7
Naphtha-jet	194	214	(9.3)	208	209	(0.5)
Kerosine-jet	906	842	7.6	837	804	4.1
Distillate fuel oil	3,338	2,846	17.3	2,681	2,661	0.8
Residual fuel oil	1,410	1,556	(9.4)	1,377	1,668	(17.4)
All other oils[4]	3,906	3,689	5.9	3,598	3,680	(2.2)
Reclassified[5]	- 199	- 207	(3.9)	- 173	- 262	(34.0)
Total domestic products supplied	16,234	15,489	4.8	15,134	15,299	(1.1)
Exports	647	860	(24.8)	737	815	(9.6)
Total products supplied	16,881	16,349	3.3	15,871	16,114	(1.5)
Supply:						
Domestic production:						
Crude oil[6]	8,619	8,598	0.2	8,655	8,649	0.1
Natural gas liquids	1,609	1,629	(1.2)	1,567	1,550	1.1
Other supply[7]	416	700	(40.6)	718	645	11.3
Total domestic supply	10,644	10,927	(2.6)	10,940	10,844	0.9
Imports:						
Crude oil, total	3,070[10/]	2,877[10/]	6.7	3,083[10/]	3,323[10/]	(7.2)
Canadian	243	248	(2.0)	270	214	26.2
Other	2,827	2,629	7.5	2,813	3,109	(9.5)
Products, total	1,575	1,605	(1.9)	1,671	1,625	2.8
Residual fuel oil	606	747	(18.9)	685	776	(11.7)
Other	969	858	12.9	986	849	16.1
Total imports	4,645	4,482	3.6	4,754	4,948	(3.9)
Total supply	15,289	15,409	(0.8)	15,694	15,792	(0.6)
Stock change, all oils	-1,592	- 940	XXXX	- 177	- 322	XXXX
Refinery Operations						
Input to crude oil distillation units	11,474	11,898	(3.6)	11,914	12,171	(2.1)
Operable capacity	16,309	17,076	(4.5)	16,644	17,432	(4.5)
Refinery utilization (%)[8]	70.4%	69.7%	1.0	71.6%	69.8%	2.6
Crude oil runs	11,264	11,514	(2.2)	11,675	11,774	(0.8)

Stocks (millions bbls.)	1983		1982[2]	% Change from ...	
	Dec. 31[9]	Nov. 30[9]	Dec. 31[11]	Previous Month	Year Ago
Crude oil[10]	348.8	348.9r/	350.0	-	(0.3)
Unfinished oils	104.9	109.0	105.3	(3.8)	(0.4)
Total motor gasoline**	229.7	236.0r/	244.3	(2.7)	(6.0)
Finished leaded motor gasoline*	96.0	95.8r/	102.2	0.2	(6.1)
Finished unleaded motor gasoline*	94.6	99.8r/	100.4	(5.2)	(5.8)
Naphtha-jet	6.9	6.2	7.2	11.3	(4.2)
Kerosine-jet	33.3	36.6r/	32.0	(9.0)	4.1
Distillate fuel oil	146.5	165.1r/	185.6	(11.3)	(21.1)
Residual fuel oil	49.9	53.2r/	68.2	(6.2)	(26.8)
All other oils	183.5	197.8r/	175.6	(7.2)	4.5
Total all oils	1,103.5	1,152.8r/	1,168.2	(4.3)	(5.5)

1/ Based on API estimated data converted to a monthly basis.
2/ Source: U.S. Department of Energy.
3/ Source: January-October, U.S. Department of Energy, November-December, API.
4/ Includes crude losses.
5/ Beginning with January 1981, U.S. Department of Energy began using a new data collection system which encompasses a method to ascertain the amount of product reclassified during the production phase. So that there will be no double counting of these volumes, they are subtracted from total domestic products supplied.
6/ Includes lease condensate.
7/ Includes Unaccounted-for crude oil, Refinery input of other hydrocarbons, and Processing gain.
8/ Represents "Input to crude oil distillation units" as a percent of "Operable capacity."
9/ Derived by interpolating API weekly stocks data.
10/ Data do not include oil imported for the Strategic Petroleum Reserve (SPR) nor crude oil stocks held in the SPR.
11/ New DOE 12/31/82 basis.
R/ Revised.
* Included in motor gasoline.
** Includes finished leaded, finished unleaded, and motor gasoline blending components stocks.

ESTIMATED UNITED STATES PETROLEUM BALANCE

(Daily Average in Thousands of 42 Gallon Barrels)

Supply/Products Supplied From Primary Storage	4th QUARTER		
	1983[1]	1982[2]	% Change
Products Supplied:			
Total motor gasoline	6,639	6,504	2.1
Finished leaded motor gasoline*	2,884	3,075	(6.2)
Finished unleaded motor gasoline*	3,755	3,429	9.5
Naphtha-jet	199	205	(2.9)
Kerosine-jet	870	818	6.4
Distillate fuel oil	2,944	2,631	11.9
Residual fuel oil	1,279	1,517	(15.7)
All other oils[3]	3,788	3,686	2.8
Reclassified[4]	- 195	- 240	(18.8)
Total domestic products supplied	15,524	15,121	2.7
Exports	621	860	(27.8)
Total products supplied	16,145	15,981	1.0
Supply:			
Domestic production:			
Crude oil[5]	8,636	8,665	(0.3)
Natural gas liquids	1,604	1,589	0.9
Other supply[6]	660	687	(3.9)
Total domestic supply	10,900	10,941	(0.4)
Imports:			
Crude oil, total	3,192[9/]	3,334[9/]	(4.3)
Canadian	276	235	17.4
Other	2,916	3,099	(5.9)
Products, total	1,752	1,706	2.7
Residual fuel oil	667	788	(15.4)
Other	1,085	918	18.2
Total imports	4,944	5,040	(1.9)
Total supply	15,844	15,981	(0.9)
Stock change, all oils	- 301	-	XXXX
Refinery Operations			
Input to crude oil distillation units	11,886	12,065	(1.5)
Operable capacity	16,310	17,163	(5.0)
Refinery utilization (%)[7]	72.9%	70.3%	3.7
Crude oil runs	11,679	11,662	0.1

Stocks (millions bbls.)	4th QUARTER		
	1983[8]	1982[2]	% Change
Crude oil	348.8[9/]	350.0[9/10/]	(0.3)
Unfinished oils	104.9	105.3	(0.4)
Total motor gasoline**	229.7	244.3	(6.0)
Finished leaded motor gasoline*	96.0	102.2	(6.1)
Finished unleaded motor gasoline*	94.6	100.4	(5.8)
Naphtha-jet	6.9	7.2	(4.2)
Kerosine-jet	33.3	32.0	4.1
Distillate fuel oil	146.5	185.6	(21.1)
Residual fuel oil	49.9	68.2	(26.8)
All other oils	183.5	175.6	4.5
Total all oils	1,103.5	1,168.2	(5.5)

1/ Source: U.S. Department of Energy, October; November-December, API.
2/ Source: U.S. Department of Energy.
3/ Includes crude losses.
4/ Beginning with January 1981, U.S. Department of Energy began using a new data collection system which encompasses a method to ascertain the amount of product reclassified during the production phase. So that there will be no double counting of these volumes, they are subtracted from total domestic products supplied.
5/ Includes lease condensate.
6/ Includes Unaccounted-for crude oil, Refinery input of other hydrocarbons, and Processing gain.
7/ Represents "Input to crude oil distillation units" as a percent of "Operable capacity."
8/ Derived by interpolating API weekly stocks data.
9/ Data do not include oil imported for the Strategic Petroleum Reserve (SPR) nor crude oil stocks held in the SPR.
10/ New DOE 12/31/82 basis.
* Included in motor gasoline.
** Includes finished leaded, finished unleaded, and motor gasoline blending components stocks.